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FEDERAL RAILROAD
ADMINISTRATION

2004 MAR 25 AM 7:42

www.cn.ca

OFFICE OF CHIEF COUNSEL

United States Region

Leon Winn

Manager Signal & Communications

2921 Hornlake Road

Memphis, Tennessee 38109

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FRA-2004-17445-1

March 5, 2004

Mr. George Gayalla
Associate Administrator for Safety
U.S. Department of Transportation
Federal Railroad Administration
400 7th Street, S.W.
Washington, D.C. 20590

04 APR -2 AM 9:07
DEPT OF TRANSPORTATION

Dear Mr. Gayalla:

In accordance with Section 235.13 of the Rules and Regulations Governing Railroad Signal and Train Control Systems, please accept for your consideration the attached application for the modification of a traffic control system, on the Canadian National-Illinois Central Railroad.

I trust you will find all the information necessary in our submission; if there is further clarification required, or you wish to discuss this matter in detail, please do not hesitate to contact me.

Looking forward to your favourable reply, I remain,

Sincerely yours,

Leon Winn

Manager Signals & Communications

Enclosure - Southport, LA Application

**Application to the Department of Transportation, Federal Railroad Administration,
for approval of the
Discontinuance or Material Modifications of a Signal System
or Relief from Requirements of Part 236.**

The following information is furnished in compliance with Federal Railroad Administration's instructions governing applications (Part 235).

(1) CORPORATE NAME OF APPLICANT:

Canadian National-Illinois Central Railroad.

(2) THE MANNER IN WHICH APPLICANT IS INVOLVED:

Through maintenance of the signal system involved.

(3) LOCATION OF PROJECT:

Gulf Division, McComb Subdivision, Southport Junction Mile 908.6.

(4) TRACK OR TRACKS INVOLVED:

Kansas City Southern Switching Track. Maximum speed 10 MPH.

(5) DESCRIPTION OF PROPOSED CHANGES:

Removal of the power operated switch #5 at Shell Lube switch, and Absolute Signal for Northward movement from Shell Lube track. Relocation of Absolute Signal on switching track to a point 400 feet North of present location. Replace power operated switch #5 with hand operated switch at same location.

(6) REASON FOR PROPOSED CHANGES:

Frequency of the switching operation at this location does not justify the necessity for a power-operated switch.

(7) APPROXIMATE DATES OF BEGINNING AND COMPLETION OF PROJECT:

Changes will begin immediately after FRA approval and be completed in 1 month.

(8) CHANGES IN OPERATION PRACTICES:

None – operation of trains over this trackage will remain under Manual Interlocking rules, as published in the Canadian National-Illinois Central U.S. Operating Rules, Second Edition, and effective June 2, 2002.

(9) SAFETY OF OPERATION:

As there is no change to the operating practices to the trackage in question, safety of train operations will not be affected.

(10) WILL PROPOSED CHANGES CONFORM TO FEDERAL RAILROAD ADMINISTRATION'S RULES, STANDARDS, AND INSTRUCTION:

The proposed changes will conform to current rules, standards, and instructions.

(11) NUMBER OF TRAINS PER DAY:

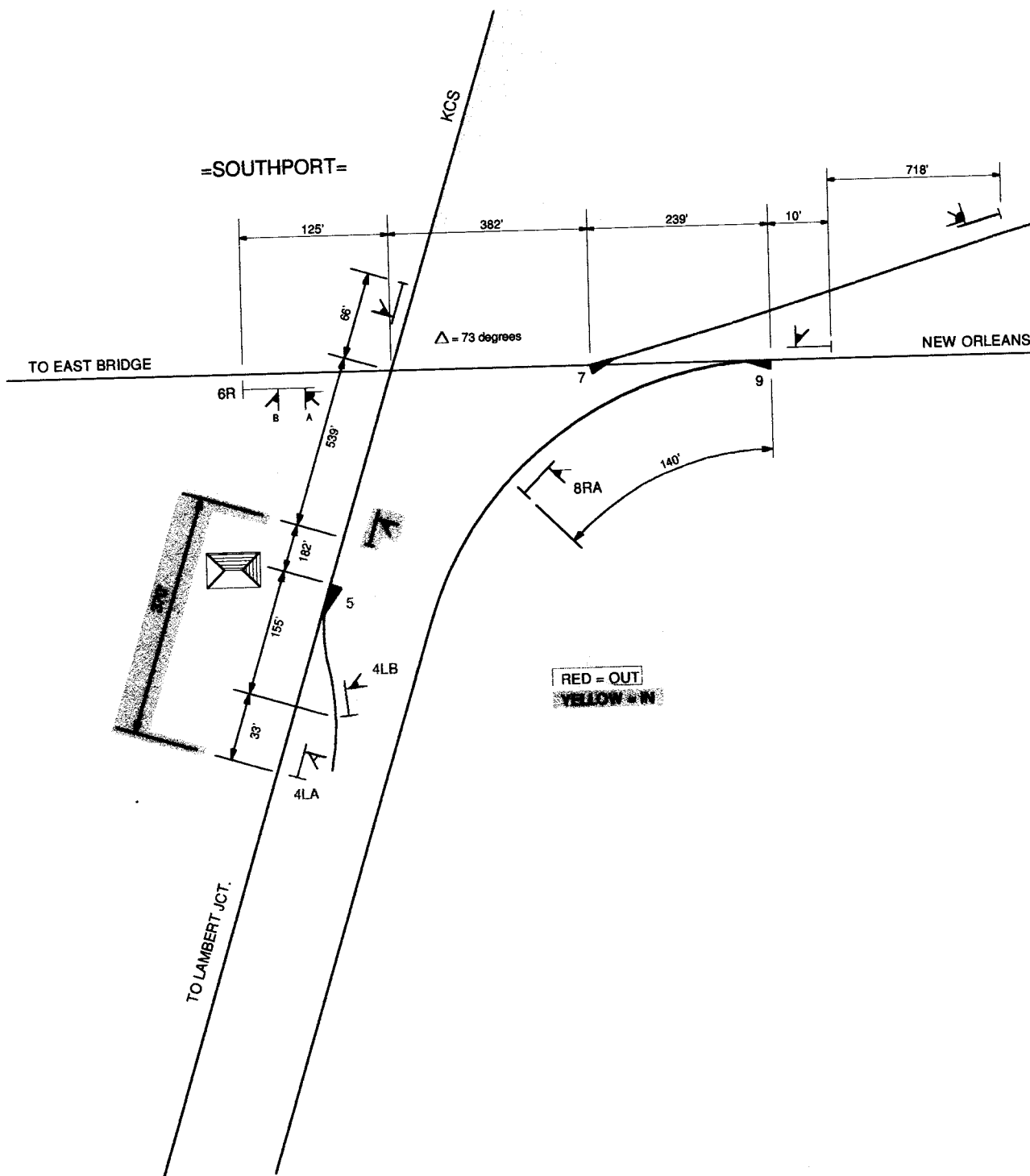
1 Train per day used for switching operation.

(12) PLANS ATTACHED:

Three copies of plans marked Red = In, Yellow = Out, to show proposed changes

(13) OTHER RELEVANT INFORMATION:

Three copies, pertinent part of Canadian National Railway Gulf Division Timetable No.4, effective August 10, 2003; pertinent part of Canadian National-Illinois Central Condensed Profile; copy of Email from Kansas City Southern Signal Engineer Buck Jones stating no objections to this proposal.



DIVISION
CENTRAL
SUBDIVISION
MCCOMB
FILENAME
FRADWG
DESIGNER
CBV
DATE
3-12-04
SHEET NO.
1 OF 1



COMMUNICATIONS & SIGNALS,
ENGINEERING DEPARTMENT

SOUTHPORT, LA

5 4 3 2 1 REVISIONS



buck.jones@kcsr.co

m

04/21/2003 01:37 PM

To: leon.winn@cn.ca

cc:

Subject: Re: Removal of International Lube Power Switch & Signal

KCS has no objectionsto this request provided there are no future reprocusions that could cost KCS money if CNIC decides at a later date to reinstall another power switch.

Buck

leon.winn@cn.ca on 04/01/2003 12:22:54 PM

To: Buck Jones/KCS

cc: Earl.Sykes@cn.ca @ INTERNET

Subject: Removal of International Lube Power Switch & Signal

BUCK:

I would like to petition FRA for permission to remove the power switch and associated signal South of the KCS diamond at Southport Interlocking in Metairie, LA which serves International Lube on KCS track. The Absolute Signal for the Northward direction will relocate to a point 370 feet north of the existing location, and the signal that now governs the Northward movement from the lube track through the power operated switch to the main track will be removed. The power operated switch will be replaced with a hand throw switch at the same location, and moving the Absolute Signal will allow this switch to be outside the limits of the interlocking. Please let me know if you are in agreement with this proposal, and I will include your reply with my petition to

FRA. If you would like to discuss this matter or meet at the location, please feel free to contact me at one of the numbers below.

"THANKS"

LEON WINN

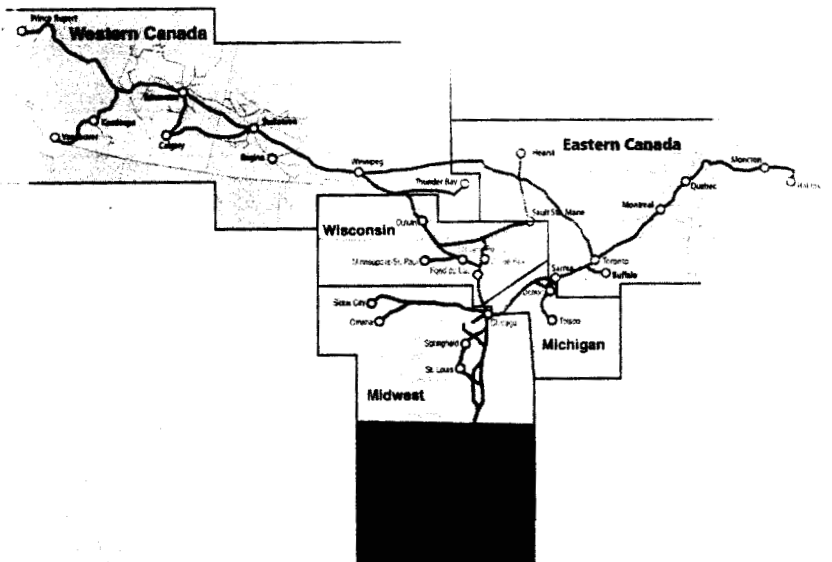
MGR. S&C GULF DIV.

901-789-6319 Office

901-409-6157 Cellular



CANADIAN NATIONAL RAILWAY



GULF DIVISION

TIMETABLE NO. 4

EFFECTIVE 1200
CENTRAL CONTINENTAL TIME
SUNDAY, AUGUST 10, 2003

G.T. Trafton - Senior Vice President
United States Region

30

MCCOMB SUBDIVISION



TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	SOUTH STATIONS ↓	NORTH ↑	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN'S
	YAZOO SUB			727.2	JACKSON	2.0	YL	738.3	IC CH 1 (72 72) TONE 5
	BEAUMONT SUB			729.2	SWITCHTENDER	6.8	ABS		
	Main 1	Main 2		736.0	ELTON JCT.	17.4	YL		
		15,003	753.5 756.3	753.4	CRYSTAL SPRINGS	9.1	CTC	757.6	IC CH 2 (54 54) TONE 5
				762.5	HAZLEHURST	1.1			
				763.6	J. PAUL	11.8			
	Main 1	Main 2		775.4	WESSON JCT.	6.8	ABS	772.6	
				782.2	CENTRAL JCT.	0.9	512 B		
	TO NATCHEZ	TO WANILLA		783.1	BROOKHAVEN	18.6	CTC	795.7	
	Main 1	Main 2		801.7	SUMMIT JCT.	5.2	ABS		
				806.9	McCOMB	1.8			
				808.7	SOUTH YARD	3.4			
				812.1	FERNWOOD JCT.	11.8	YL		
		9,642	823.5 825.5	823.9	OSYKA	16.1	CTC	820.0	
		13,033	837.4 840.0	840.0	ARCOLA	16.3			
		13,253	856.3 858.8	856.3	NATALBANY	2.7			
	Hammond Sub			859.0	HAMMOND	15.5	CTC	867.5	
				874.5	MIDDENDORF	0.7			
		9,845	875.2 877.2	875.2	MANCHAC	12.4			
		10,835	887.3 889.6	887.6	FRENIER	11.0	CTC	879.5	
Main 1	Main 2		898.6	SKIP	2.2				
Baton Rouge Sub			900.8	ORLEANS JCT.	2.7				
TO HARAHAN			903.5	NORTH MAYS	0.9	CTC	892.5		
			904.4	MAYS YARD	2.0				

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Continued on page 31

T.T.#4

**MCCOMB SUBDIVISION SPECIAL INSTRUCTIONS****31**

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ SOUTH ↑ NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN'S
			906.4	EAST BRIDGE JCT. 2.2	Man.		IC CH 2 (54 54) TONE 5
			908.6	SOUTHPORT JCT. 2.8	Intlkg		
			921.3	LAMPERT JCT.	Rule 520		

1. MAXIMUM SPEEDS

	Loaded Passenger	Intermodal	Freight
	MPH	MPH	MPH
Jackson to Skip	79	60	60
Skip to Southport Jct	60	40	40

2. SPEED RESTRICTIONS

	Passenger	Freight
	MPH	MPH
MP 727.2 to MP 729.3	30	30
MP 729.3 to MP 731.5 - (Both Tracks)	30	30
MP 736 - through turnout end of multiple main track	40	40
MP 748.2 to MP 750.3	75	50
MP 753 to MP 754.1 (Note B)	50	50
MP 761 to MP 763.6 (Note B)	60	—
MP 765.5 to MP 767.6 - curve	75	—
MP 775.4 - through turnout end of multiple main track	30	30
MP 782.26 - through turnout end of multiple main track	40	40
MP 782.4 to MP 783.4 (Note B)	50	50
MP 801.7 - through turnout end of multiple main track	40	40
MP 804 - Road Crossing (Note B)	50	50
MP 806.3 to MP 808 (Both Tracks)	60	40
MP 808 to MP 810 (Both Tracks)	40	25
MP 812.1 - through turnout end of multiple main track	30	30
MP 823.8 - Liberty Street (Note B)	50	50
MP 833.3 - Highway 440 (Note B)	60	—
MP 842.3 to MP 844.4 (Note B)	30	30
MP 849.7 - Third Street (Note B)	50	50
MP 854.1 (Note B)	60	—
MP 858.2 to MP 859.5 (Note B)	40	40
MP 863.9 - Pine Street crossing (Note B)	35	35
Manchac Bridge - MP 874.6 (Movable Span Only)	40	40
MP 887 to MP 888 - all road crossings (Note B)	50	50
MP 890.2 to MP 892.5 - Spillway Bridge	40	40
MP 898.6 - through turnout end of multiple main track	40	40
Martin Switch to James Switch	10	10
MP 900.5 to MP 902.3 (Note B)	30	30
MP 900.8 - through turnout to Baton Rouge Subdivision	25	25
MP 904.4 - crossing north end Mays Yard (Note B)	40	30

SIDING SPEEDS: All sidings and turnouts are 30 MPH.

MPH

Track other than Main Track or sidings 10

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EXCEPTION:	MPH
Fernwood Industrial Park scale at Sanderson Farms	3
Track A1 Mays Yard	20
Long Crossover - MP 907.4 to MP 908.6	10

3. OPERATING CHARACTERISTICS**DOB LIMITS -**

Jackson Terminal DOB	Grenada Sub between MP 724.9 and MP 727.2 Yazoo Sub between MP 211 and MP 218.6 McComb Sub between MP 727.2 and MP 737 Beaumont Sub between MP 181.6 and MP 185
New Orleans/Baton Rouge Terminal DOB	McComb Sub between MP 898 and MP 921.3 Hammond Sub between MP 9 and MP 0.0 Baton Rouge Sub between MP 9.7 and MP 444.2

YARD LIMITS - in effect between**Controlled by**

MP 727.2 and MP 736 Jackson Yardmaster
See System Special Instructions Item 13.
MP 801.7 and MP 812.1 - Contact Train Dispatcher for routing instructions
before entering.

EXCEPTIONS: Trains receiving a controlled signal to proceed at Summit Jct. and
Fernwood Jct. are not required to verbally contact the train dispatcher.

Rule 520 - Trackage between Southport Jct. and Lampert Jct. is designated Track
other than Main Track.

SIGNAL RULES - in effect

Rules 803-816

ABS - In effect between

MP 727.2 and MP 728.6
MP 729.3 and MP 736 (*)
MP 775.4 and MP 782.2 (**)
MP 801.7 and MP 812 (*)
MP 906.4 and MP 908.6 (Track A2)

(*) Main 1 is signaled for southward movement, and Main 2 is signaled for
northward movement.

(**) Mains 1 & 2 are signaled in both directions.

CTC - In effect between**Controlled by**

MP 736 and MP 775.4	Train Dispatcher
MP 782.2 and MP 801.7	Train Dispatcher
MP 812 and MP 906.1	Train Dispatcher

Rule 901 - Main Track switches in CTC that are not equipped with electric locks:

Griffin Industries	MP 739.6
Copiah Pit	MP 752
Kuhlman Electric	MP 753
Charles Donald Wood Yard	MP 761.9
Ramsey Wood Yard	MP 762.5
Signature Works	MP 763.5
Martinsville SO Track	MP 769.4
Bogue Chitto Wood Yard	MP 793
Dixie Packaging	MP 799.7
Hankins Container	MP 812.6

T.T.#4



Terra International	MP 813.8
Southeast RR Service	MP 814.2
Kentwood Coop - North	MP 828.7
Kentwood Brick	MP 829.1
Kentwood Co-op - South	MP 829.1
Fluker House Track	MP 837
Arcola Feed Mill	MP 839.9
Roseland - North Switch	MP 841.2
Roseland - South Switch	MP 842.1
Amite House Track	MP 843.2
Dykes Spur	MP 844.5
LA Industries	MP 846.5
Hammond Storage (South End)	MP 858.1
Coal Chute - S. End	MP 858.6
North Leg Wye	MP 858.7
South Leg Wye	MP 859.1
Ross Wallace	MP 859.9
Pennington Seed	MP 862.6
Overmeyer	MP 900
Lacoor Switch	MP 900.1

RAILROAD CROSSINGS AT GRADE**Controlled by**

Southport Jct. KCS Crossing East Bridge Jct. Tower

Roadway Workers may use the following chart to help determine the type of On-Track Safety that is required to work within the limits of Railroad Crossings at Grade.

	Southport Jct
Foul Time	X
Track & Time	X
Planned Work	
Watchman/Lookout	X
Lone Worker	
Lock-out Box	
Signal Maintainer	
Inaccessible Track	

BULLETIN BOARDS

Jackson	Yard Office, T&E locker room, Engineer's washroom
Brookhaven	Yard Office
McComb	Yard Office
Mays Yard	Conductor's register room
East Bridge Jct	Tower
NOUPT	Supervisor's Office

4. SPRING SWITCH LOCATIONSNone**5. FRA EXCEPTED TRACK**

Brookhaven - Peavine Tracks only.

McComb-North Yard all yard tracks except Tracks MC21, MC37-MC38, MC81.

Harahan - Lead and all tracks.

6. MEASURED MILES - between

MP 739 and MP 740
 MP 802 and MP 803
 MP 819 and MP 820
 MP 887 and MP 888

7. JOINT OPERATION OF MAIN TRACK

Canadian National operates on New Orleans Union Passenger Terminal trackage between Southport Jct. and NOUPT. CN crews must have NOUPT timetable and General Code of Operating Rules in their possession between these points. Movements will be directed by Clara Street Tower. Kansas City Southern operates on CN main track between Orleans Jct and East Bridge Jct. KCS crews must keep radio tuned to IC Channel 2 between these points.

Amtrak operates on CN main track between Jackson and Southport Jct.

Between Lampert Jct (CN MP 921.3 - NOPB MP J 0.3) and Jena Street (CN MP 916.7), CN and New Orleans Public Belt Railroad jointly operate the main track. Maximum speed 20 MPH. Rule 510 is in effect.

NOPB Stations listed WEST to EAST are as follows:

Mile Post	STATIONS
J 0.3	LAMPERT JUNCTION
0.0	ORLEANS-JEFFERSON PARISH LINE
1.2	FERN STREET CROSSOVER
2.5	AUDUBON PARK CROSSOVER
3.3	COTTON WARE HOUSE YARD
4.4	STUY DOCKS YARD
7.4	RACE STREET YARD

NOPB main track is identified by single vane red switch targets. When the target is parallel to the track, the switch is properly lined for the main track. When the target is perpendicular to the track, the switch is lined reverse. Between Eagle Street (NOPB MP 0.4) and Henry Clay Crossover (MP 3.0), the track north of the main track formerly called the West Track is now the Running Track, and is also jointly operated.

CN crews will keep radio tuned to IC Channel 2, and NOPB crews will remain on NOPB channel between these points.

8. SPECIAL CONDITIONS

Jackson - Derails are in place at MP 727.2 and MP 728.3 on Tracks 1A, 1B, South Thoroughfare and North Thoroughfare. Derails must be in the NON-DEAILING position, except they will be placed in the DERAILING position when mechanical department employees are working on these tracks.

Switches at the north end of Jackson Yard operate automatically. The switch locks on these switches must remain locked. When individual tracks are under Blue Signal protection, lock out devices must be placed on switch points, the control panel, and control devices at each switch.

Do not ride the side of equipment between Tracks 18 and 19 account close clearance.

Switchtender - Before using the KCS main track between Switchtender and the Avery Lead Switch, permission must be received from the KCS. Also, KCS must be notified when clear of their trackage.

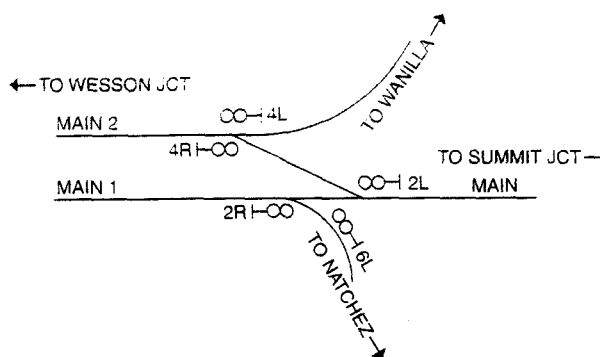


Switchtender - Planned Work as prescribed by Rule 1102 is prohibited between MP 728.6 and MP 729.3 at Switchtender.

Switchtender - The main track switches may be left in the position last used. The first paragraph of Rule 707 does not apply.

Switchtender - Southward signal 729.3 is located west of the Ice Ramp Track, but governs movement on Main 1.

Wesson Jct. - Central Jct. - ABS and Rule 512 paragraph B are in effect on Mains 1 & 2 between Wesson Jct. and Central Jct. Trains and engines receiving a controlled signal to enter ABS will not be required to verbally contact the train dispatcher. Roadway workers that are not authorized by Planned Work, must obtain Track & Time to occupy either Main 1 or Main 2.



Central Jct. - Switching Mode may be requested for continuous switching movements over certain portions of the control point. Absolute signals will display restricting aspects in both directions simultaneously. Trains may switch northward and southward from Main 2 to the Central Subdivision toward Wanilla (Signals 4R-4L) or northward and southward from Main 1 to the Central Subdivision toward Natchez (Signals 2R-6L). Switching Mode is not enabled from the Main Track to Mains 1 or 2. When using the Switching Mode, that part of Rule 603 prohibiting dropping cars over dual control switches will not apply.

Central Jct. - When Central Jct. is at either end of Track & Time limits, selecting Switch-Yes is prohibited.

Summit - When leaving northward trains unattended at Summit, they must be left south of Lamb Lumber switch.

Osyka - Liberty Street crossing (MP 823.8) must not be blocked longer than five minutes, the first sentence of the second paragraph of Rule 526 does not apply. Trains that are less than 8150 feet will fit between Liberty Street and South Oyska. Trains in excess of 8150 feet must coordinate with the train dispatcher to ensure this crossing remains clear as long as possible.

Manchac Bridge - Southward trains approaching Manchac Bridge and Northward trains at the North Siding Switch at Manchac are governed by a Bridge-Locked Indicator Light. The Bridge-Locked Indicator Light is a lunar light with a black "L" on the lens. It will illuminate only when the absolute signal displays Stop indication, and the movable span of the bridge is fully lowered and locked. Before authorizing a train or engine past a Stop indication, the train dispatcher will determine from the crew that the Bridge-Locked Indicator Light is illuminated.

To provide for movement of Roadway Workers and on-track equipment, key switch lockout boxes are located at the north and south approaches to the movable span. When activated, the lockout prevents any remote operation of the bridge. Follow these steps:

TO LOCKOUT REMOTE OPERATION

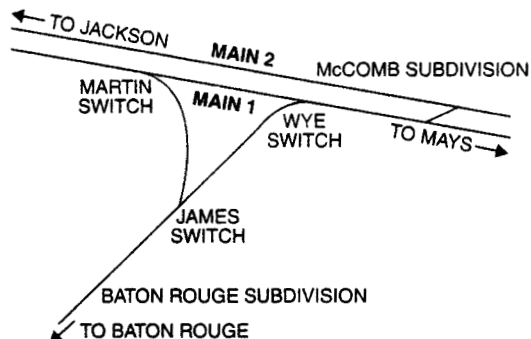
1. Contact Mays Yardmaster to lower the bridge.
2. Operate the key switch marked "DISABLE" before entering the movable span.
3. Proceed over the bridge when the indicator lamp is illuminated.

TO RELEASE REMOTE OPERATION

1. After having passed over the movable span, operate key switch marked "ENABLE"
2. Exit bridge.

Manchac - That part of Rule 902 reading, *Except at railroad crossings at grade, trains granted Track & Time may, after stopping, pass a Stop indication without further authority while within the limits*, does not apply at the absolute signals governing movement over the movable span of the Manchac Bridge.

Orleans Jct. - When Track & Time is issued between the opposing absolute signals on Main 1 at Orleans Jct., trackage to the opposing absolute signal on the Baton Rouge Subdivision is included. To assist in identification of locations within the control point, signs have been erected showing the names of the three switches.



Mays Yard - Trains and engines must be preceded by an employee on the crossing when passing over Wholesalers Parkway on the GM Lead (Harahan).

The switch at the north end of Track A-1 must be lined for A-1 when not in use.

Mays Yard - Switch on the Inbound-Outbound Lead at the south end of Mays Yard is not controlled by East Bridge Jct., and must be operated by hand. When indicator is red over lunar the switch is lined for the Inbound Lead. When it is red over red, it is lined for the Outbound Lead.

Mays Yard - The third paragraph of Rule 707 is modified at Mays Yard, when working through the crossover that connects one switching lead to another, switching movements may be made on either lead without lining both switches of the crossover under the following conditions:

- The Switches are under the control of a crew member doing the switching.
- Permission is received from Mays Yardmaster.
- The way is seen or known to be clear.



East Bridge Jct. - ABS in effect on Track A2 between East Bridge Jct. and Southport Jct. East Bridge controls access to this track on both north and south ends.

Southport Jct. - Amtrak crews must report time passing Southport Jct. to the Homewood Train Dispatcher.

9. LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
Elton Storage	.734.3	.4600	Both
Griffin Industries	.739.6	.888	North
Jackson Industry Park	.740.1	.Lead	South
Terry Storage	.745	.6674	Both
Copiah Pit	.752	.3598	South
Gallman Storage	.758.9	.3300	Both
Hazlehurst Storage	.761.7	.1000	South
Charles Donald Wood	.761.9	.1873	North
Kitchens Lumber	.763.2	.482	North
Signature Works	.763.5	.444	North
Martinsville SO Track	.769.4	.600	North
Bogue Chitto Wood Yard	.793	.2252	North
Boque Chitto	.794	.4600	Both
Dixie Packaging	.799.7	.695	North
Pac-One	.803.9	.731	North
Summit House Track	.804	.1477	North
Summit Plastics	.804.3	.1218	North
American Box	.810.8	.Industry	North
Metro-Pike Ind Park	.811.9	.Industry	North
Hankins Container	.812.6	.1417	South
Terra International	.813.8	.1417	North
Southeast RR Serv	.814.2	.Industry	North
Magnolia	.814.5	.4600	Both
Kentwood Coop	.828.7	.1000	Both
Kentwood Brick	.829.1	.300	South
Kentwood Storage	.830.1	.4600	Both
Ozone Spring Water	.837	.704	South
Roseland Storage	.841.2	.4600	Both
Amite	.843.2	.209	North
Dykes Spur	.844.5	.790	North
LA Industries	.846.5	.295	South
Pennington Seed	.862.6	.660	North
Ponchatoula Feed	.863.1	.3960	North
Regan-Massey	.865.1	.3247	South
Port of Manchac	.872.5	.Industry	North

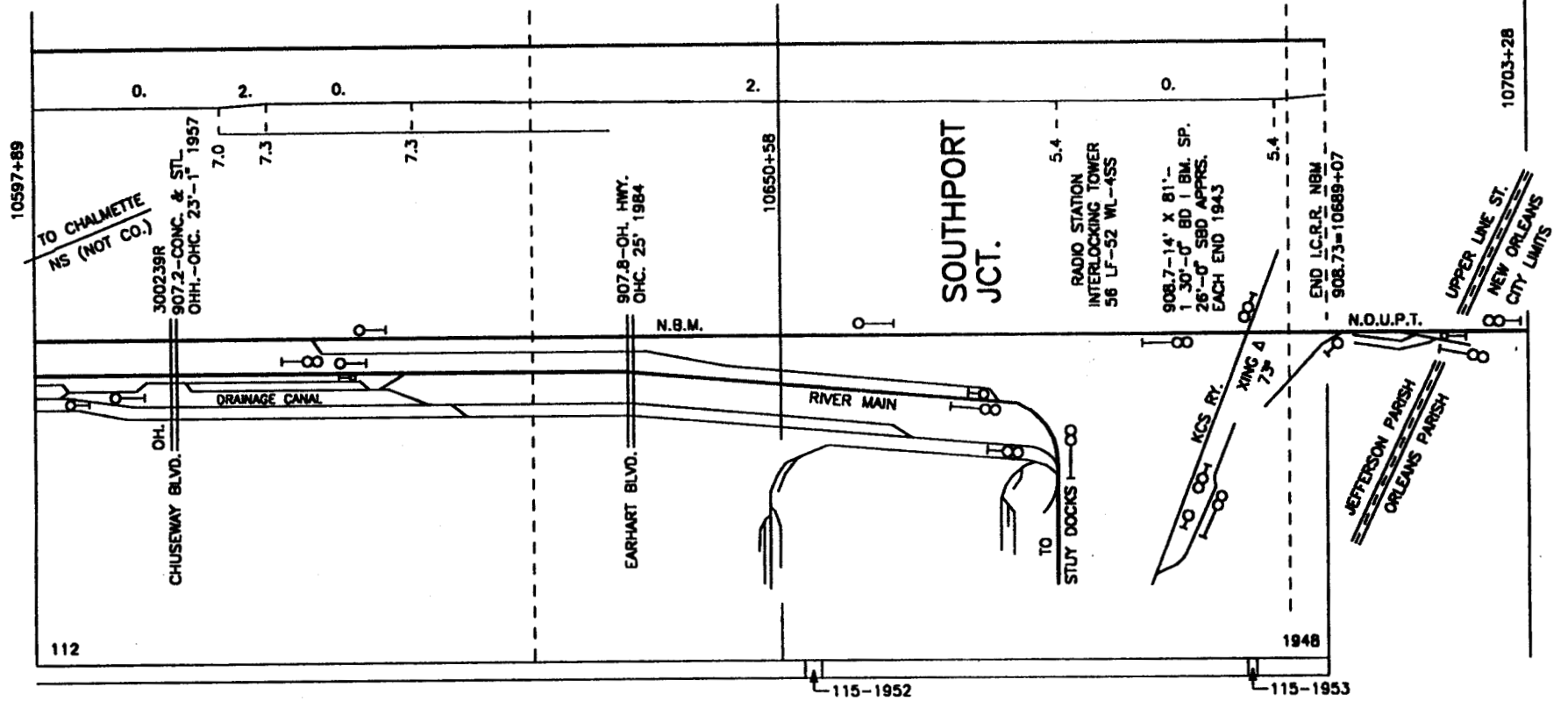
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NOTES:

REV. DEC. 31, 1995
REV. DEC. 31, 1996

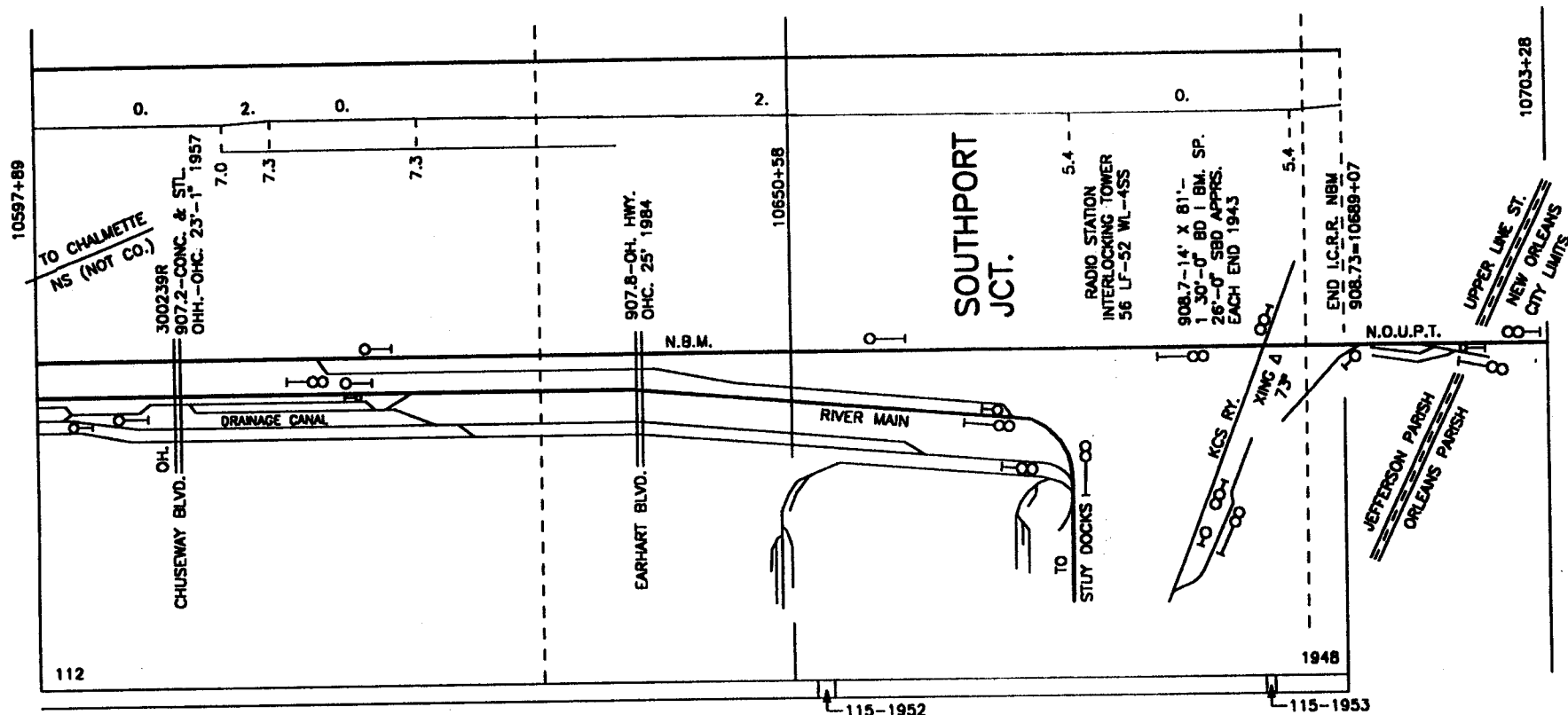
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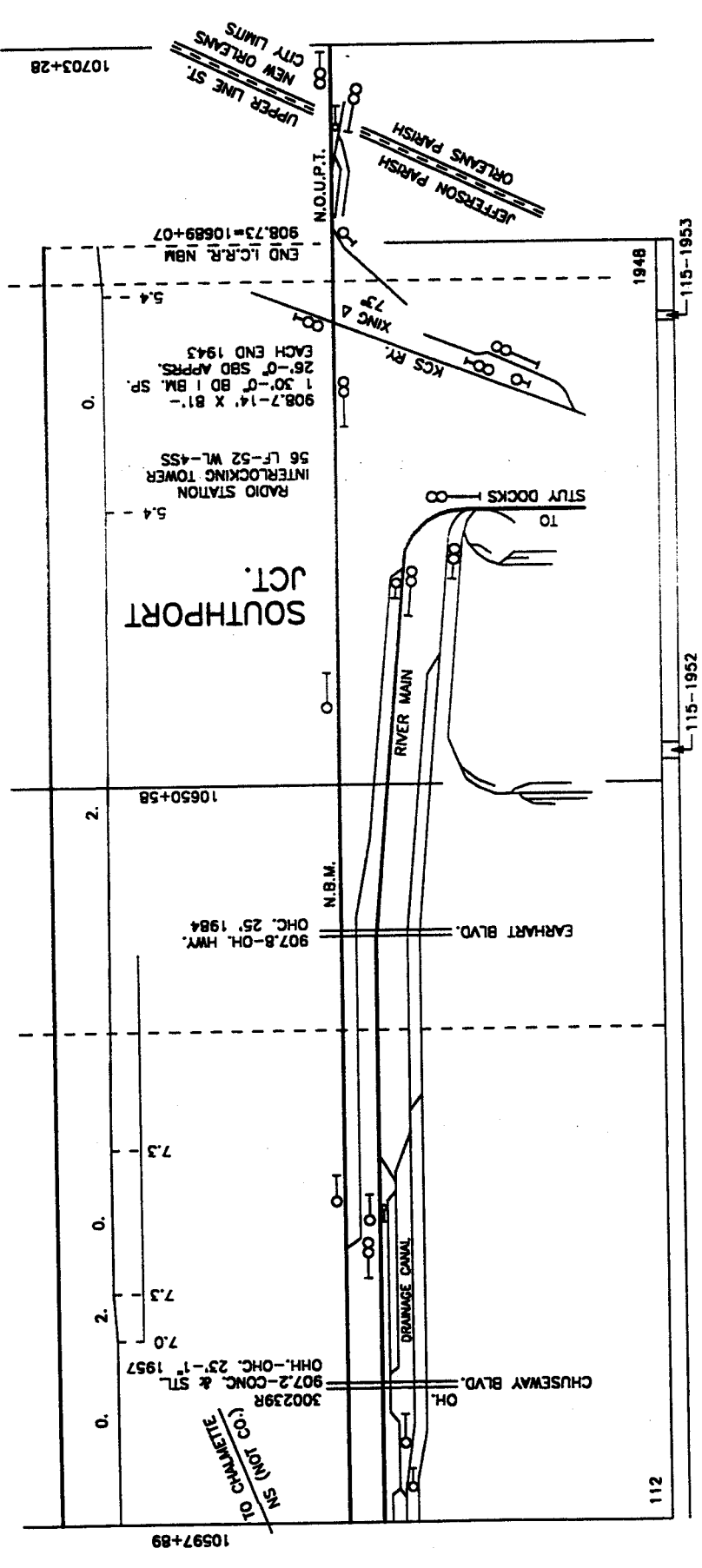


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REV. DEC. 31, 1995
REV. DEC. 31, 1996

TO NEW ORLEANS

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REV. DEC. 31, 1995
REV. DEC. 31, 1996

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